

DELIGHTFUL SHORT TRIPS TEMPT LOCAL MOTORISTS

Unusual Vacation Trips For New York Motorists

Large Percentage of Town People Find Short Motor Trips for a Day, a Week End or for a Whole Vacation 100% Fun.

Can you imagine a place where a machine may be more thoroughly enjoyed than right here in New York? With the approach of vacation time, and the natural longing for the rest that only the country can give, the question of "Where shall we go?" naturally arises. It would be easier, perhaps, to answer "Where shall we not go?"

For there are such a wealth of places delightful for spending a whole vacation, and many equally as delightful that take you out of town for only a day or a week end. In almost every direction, within a radius of sixty or seventy miles, there are pleasurable short trips to be taken. For instance, an easy trip to make, and one that never loses its charm, is the run up to Bridgeport, following the Boston Post Road. The exit from New York by Central Park West to 110th Street, when it turns to the right and then to the left, one block beyond, continuing on Seventh Avenue to 145th Street, is a satisfactory route to take.

Cross the Harlem River, then go straight on up the hill to Mott Avenue, where you turn to the left. The fine surface of Grand Concourse is then followed to Fordham Road. Here, either turn to the right down the hill that leads under the elevated tracks into Pelham Avenue, passing the Zoological Gardens to Pelham Parkway; or turn to the left half a mile beyond the Zoo to the Boston Post Road, which is a shorter and more direct way to Main Street, New Rochelle.

Passing through New Rochelle, eighteen miles from New York, you find that the fine links of the Wykagyl Golf Club and the Pelham Bay Golf Club offer opportunities for the golf enthusiasts. Yacht clubs and a convenient connection with Long Island by ferry add their attractions to the place.

Taking up the Old Boston Post Road again, we follow along the historic trail of what was His Majesty's Royal Post Rider in the seventeenth century. We pass through a section of park-like estates through Larchmont, noted for its harbor and its yacht club.

Next comes "The Place of Rolling Stones," Mamaroneck, a settlement of prosperous homes, where, in the stormy days of 1776 Smallwood's

Maryland battalion dealt out severe defeat to Roger's Tory Rangers. A few miles further of beautiful, peaceful country, and the route crosses the Rye, a place charming of aspect and known to thousands for the beauty of its park along the sea front and the attraction of its seaside resorts.

Continuing westward through Port Chester, our route crosses the Byram River and we enter New England by passing the state line into Connecticut.

We speed through Greenwich, the attractive and the progressive, which attained celebrity as the scene of savage warfare with the Indians in 1640, and of General Putnam's historic encounter with the British cavalry during the Revolutionary War in 1779. This is all high, picturesque country, with indentations of the coast line providing ideal natural harbors.

Crossing the winding Mianus River, we enter the City of Stamford, thirty-five miles from New York. Public gardens, picturesque squares, and stately buildings lead the old city into an atmosphere that the enthusiastic eulogies of its citizens can scarcely exaggerate.

Typical New England country is that that our route traverses now. Meadows and tree-clad uplands are on our way to Norwalk. Historical record is proudly borne by this pleasant city, too, vying with the enterprise that has made the town one of the most prosperous of the Sound resorts.

Continuing eastward, our route winds through a beautiful bit of country, rich in prosperous farms and orchard lands, the scenes of Tyrone's expedition from the coast to Danbury in Revolutionary days.

Southport and Fairfield are passed in succession, and as the route runs east from Fairfield and crosses Ash Creek, the towers of Bridgeport are seen, with the verdant highlands of Golden Hill and its delightful residential sections, on the north. Only a short stay in the town shows us distinctly why it is known as "Park City."

If we do not wish to go back the way we have come, a short run from Bridgeport through Eaton and there to Danbury starts us home on a new and equally delightful road. Danbury, on the Norwalk River, is itself a fine old city that still manages to keep much of its old-fashioned charm. It is the last city on

these were known as "Yellow Jackets"—names of things with stings seemed popular with them. But these cars won races at Long Island, Atlanta, Savannah, Santa Monica, Elgin and Indianapolis. Two larger cars were built in 1910 and they won many races all over the country in their class.

The two smaller cars were sold after the company discontinued racing in 1912 and are now in the hands of private owners and are being used, not for racing, but for everyday use. The larger cars were eagerly sought for by race enthusiasts, after the Marmon Company signified its intention of quitting the racing game, and the cars have since been entered in many events by private owners.

The general conclusion, then, seems to be that racing cars are put back into service after they have served their builders. But the old racing horse spirit of gratitude and affection leads most every factory that has been in the racing game to give at least one of the old racing cars a permanent home in the factory curiosity department.

ROYAL USERS OF KNIGHT MOTORS.

The Knight Motor boasts something unusual. It has the distinction of having as many as two hundred royal users of the Knight engines. Among European and Oriental rulers who have purchased and are at present using cars equipped with Knight motors of various types and makes are King George of England, and Queen Mary, Queen Alexandra, Kaiser Wilhelm, Czar Nicholas, the Empress Dowager of Russia, the Mikado of Japan, King Alfonso, of Spain, King Albert, of Belgium, King Ferdinand, of Bulgaria, King Haakon, of Norway, and Constantine, King of the Hellenes.



Marjorie Sterrett's campaign from a Chalmers 6-30.

"BIGGER NAVY" FUND BOOSTED BY MARJORIE

Takes to Travelling Eastern States in Auto.

Little Marjorie Sterrett, the 12-year-old Brooklyn school girl who started the ball rolling for a "Bigger Navy" fund with her ten-cent contribution, has become so enthused with the movement inaugurated by herself that she has been travelling through the Eastern States. She travels in a 8,400 R. P. M. Chalmers Six, and has her own chauffeur and

Blue Book. Her biggest ambition is to interest all school children to the extent of parting with a dime apiece. The above photograph was taken in front of a New Haven public school, where she addressed the boys and girls.

Miss Marjorie's indomitable spirit and patriotism would not be downed by Secretary of Navy Daniels' information that Uncle Sam could not use her contribution toward a bigger navy. The espousing of the little school girl's plan by the metropolitan newspapers has resulted in a total of over \$22,000 being raised for the much wished-for battleship. The Tribune readers alone have contributed more than \$9,000.



Picturesque glimpse of Hastings-on-the-Hudson.

our homeward route in the state of Connecticut.

Turning south, the route follows the river as it proceeds to Ridgefield, where it swings west again and crossing into New York State to South Salem, enters the beautiful watershed district of Westchester County, whose scenic characteristics, especially in the early summer, are famous. Bedford, an old residential town of peculiar charm, is passed as the road continues through Cross River and skirts the eastern end of Cross River Reservoir, continuing south past Byram Lake to Armonk, and by Kensico Reservoir to White Plains.

The final run of twenty-four miles by way of Hart's Corners and Central Avenue leads to Van Cortlandt Park and Broadway. This is just one of the many beautiful trips that can be as easily taken as this.

For longer trips, for places suitable for a whole vacation, the New England Mountains could not be surpassed. The Berkshire Hills—a region blest by nature almost beyond compare, a matchless country of hills and lakes, of forests and streams, that early attracted to itself a hardy and reliant race, and later won the praises of America's famous literary characters. The Berkshire Hills, in Western Massachusetts, form one of the most delightful and popular touring sections of the Eastern States. Pittsfield, approximately 125 miles from New York, and Lenox, ten miles south, are ideal places for summer

homes. Wonderful and extensive mountain views extend in every direction. There is nothing titanic about the Berkshires. But there are broken ascents, wild glens and flower strewn ravines, tumbling brooks that sing a song of tranquillity, tranquility that is yours to enjoy while you are there.

The White Mountains, with the innumerable points of interest and scenery that in many ways are without equal in this country, add their lure to the summer home seeker. The same can be said of the Green Mountains, the Adirondacks, the Catskills and the Finger Lake Region, which are all in easy reach of the motorist. What more could we wish?



Attractive bit of park in Scarsdale.

ANOTHER NEW SERVICE DEPARTMENT.

One of the largest service departments in the city and one of the most complete is that which is being opened by Charles E. Reiss & Co. at 226-234 West Fifty-sixth Street. This will occupy the entire top floor of the building. All that spells good service will be offered the Stearns-Knight and Hupmobile owners.

QUERIES AND ANSWERS

The co-operation of the heads of the various automobile service departments makes it possible for The Tribune to offer its readers expert advice on any question pertaining to their cars. In this way every question that is asked is answered by a specialist.

R. R. W.: Is my battery charging when the ammeter is not showing a charge?

No. Because the charge passes through the ammeter, which indicates the charging which your battery is receiving. So, if your battery is charging, the ammeter will show the charge, too.—E. W. Chamberlain, Manager Maxwell Service Department.

R. W. T.: What is the most important general thing that I can remember to help me in caring for my car and enjoying it?

Remember that it is not a complicated piece of machinery, requiring the trained knowledge of a mechanic to operate.

What is the first thing to do after

you have brought your car to a stop? Place your shifting lever in neutral.

What should a wise driver do when he slows down for traffic or needs additional power?

Drop into a lower gear.

Can I use a heavier grade of oil in summer than I do in the winter?

Yes. Because in the summer the heat has the tendency of making the motor run warmer than in winter, and consequently a heavier grade of oil can be used. The heat will make the oil flow more freely than it does in cold weather.—D. F. Hasbrouck, Supervisor of Service Department, Mitchell car.

C. O. M.: What is the cause of the noise and clashing sound that

the gears often make when I am changing them?

The trouble is that you do not throw your clutch out far enough, and in this way you do not disengage the clutch from the transmission. The result is the noise you speak of.

I find that my tires wear on one side and not on the other. What is the cause of this?

The reason is that your wheels do not line up. Have them attended to and you will find that your tires will wear evenly.

Can you also tell me why it is that since the weather has turned warmer I find that my car heats up?

Clean your water system, and if you have not removed the anti-freeze solution that you had in your car in

the winter season do so, and you will find a difference. If these remedies do not help you, write us again.—E. R. Mertens, Manager Cadillac Service Department.

N. P.: Why does my motor miss, or skip, when pulling up hill?

Probably the platinum point and igniter is dirty.—C. A. Carlson, Manager Chevrolet Service Department.

A. A. E.: Can you tell me how to discover when the clutch is slipping?

Your motor will be racing and losing power if your clutch is slipping. It will run hot, too.—Lester H. Kress, Manager Reo Service Department.

Points to Consider When Buying a Second-Hand Car

By ALFRED H. BARTSCH.

HERE is probably no more important item to consider when buying a second-hand car than to select one of the prominent makes; that is, a car the manufacturer of which is today still in business and likely to be years hence, for if the maker of the car no longer is manufacturing spare parts will in most cases be difficult to obtain, and to have them made is ruinously expensive, so to speak.

Unless the seeker after a second-hand car is well informed concerning the practical working of an automobile, the advice of one who knows should be obtained before he parts with his money. On the other hand, if he has decided to purchase his used car from one of the reliable firms who make a specialty of selling guaranteed second-hand motor cars, of course there is nothing to worry about. Wheels, tires and sterling gear are all easily examined and their condition quickly determined, but when it comes to digging into the condition of the bearings, transmission and electric system the way becomes difficult for the purchaser who is going it alone and insists on buying in the open market, direct of the individual.

When it comes to the engine much has to be taken for granted, unless it is dismantled and open to gaze upon; usually it is not, and the average owner would object to having it taken down. However, there are some general precautions which can be taken. Testing the compression is one, and it can be gone about as follows:

First, see that all petcocks are closed, spark plugs tight and valves properly seated, then take the starting handle and turn the crankshaft until decided resistance is encountered; then bear heavily upon the handle, noting the strength it takes to turn the handle until the compression stroke is passed. The longer the

MANY folks with large desires and small pocketbooks find it advisable to commence their motoring experience with a second-hand car. This is not an unwise plan, for each year many cars are "traded in" only because they are not the latest thing. In most cases these are good "buys." On the other hand, there are many cars offered to buyers which are mere junk. This article will attempt to point out the warning signs and signals.

time and the greater the strength required to overcome this resistance the better the engine is as regards the fit and wear of the piston and cylinder.

Testing the Bearings.

The next feature for investigation is the wear in the connecting rod bearings; and this in some cases is very difficult to determine. Where the starting handle can be fixed to the crankshaft end, so as to be able to obtain a gentle movement backward and forward, this method will disclose any looseness in these bearings. Failing to be able to apply this method, the sound of the engine should be observed very carefully while starting, running slow and stopping. If a distinct and continuous knocking noise is heard, it may safely be assumed that the connecting rod bearings are worn and require either taking up or renewing.

It is difficult to judge whether the valve cams or cam shaft bearings are worn without taking the engine apart; as a general rule, however, there is little to be feared upon this point. The cooling system should be carefully investigated. Examine the water jacket about the cylinders, particularly around the head and valve chamber, for any trace of cracks. Direct your attention to the water pump, too, and notice the shaft about the stuffing box nut, for there is liable to be wear here, and it is best to know just how much. Also look over the water pipes and connections; you want neither dented tubes nor rotten rubber hose, although a too critical eye need not be used for the latter,

for you must expect a few faults when selecting a used car. The ignition system should receive particular attention, because the ignition system can make or break a car, and it is not infrequent that misunderstanding of the ignition system on the part of the owner has put a good car on the second-hand market. Frequently a well known and high class ignition system is used, and no particular worry need be had under those circumstances. However, if the system is not well known the only test an amateur can make is to listen for missing when the car is run at varying speeds.

The transmission gear must be dealt with rather broadly, as there are so many variations in the systems used. The first part of the transmission is the clutch, and, as this is usually of the conical friction type, there is but little to do here. With the hand depress the clutch pedal and see that the male cone is withdrawn clear of the female cone without excessive pressure being required and that the male cone returns into engagement freely. If the male cone can be withdrawn sufficiently to examine the leather facing, it should be seen that this is in good order and not worn down too thin. While the male cone is out of engagement the clutch shaft should be tried for wear by lifting it at the cone. It should also be noted whether provision is made for adjusting both the clutch and the clutch pedal.

Inspecting the Teeth.

It will be advisable to lift the lid off the gear box to inspect the

change speed gears, the teeth of which should show a brightly burnished surface on the faces, but not necessarily on the tops and bottoms. By "faces" is meant the breadth or sides of the teeth which engage the opposite wheel. If they show as brightly on the edges of the teeth as they do on the faces they probably have been intermeshed too deeply in the first place, and there is likely to be excessive wear. If they show dark or lightly touched surfaces, they have been correctly set, and they should be in good running order; in fact, they will probably be better than when they were new. Each of the gears should be looked at all the way around to ascertain that no teeth are broken. If the sliding type of gear—that is, a type where the gears are slid into engagement sideways—be in the car under notice, the edges of the teeth should be looked to. If the car has been in good hands the teeth will show brightly on their engaging sides; but if the driver has been at all clumsy, it will probably be found that the teeth are badly chipped at these points.

The speed-changing movement should be closely watched while manipulating the actuating lever. Each gear on the sliding sleeve should move deliberately and accurately into its corresponding gear. The edges of the gears should be in a perfect line, not one overhanging the other; if this is the case, it indicates a lot of lost motion in the connections between the sleeves and the actuating lever. A certain amount of latitude is permissible here, but the movement should not be more than what might be termed "a little free." If there is a lot of "backlash" there is something wrong somewhere, and it should be carefully looked into with a view to correction. If the total width of one gear exceeds that of the other, as is sometimes the case, particularly with the reversing gear, then it does not follow that something must necessarily be wrong.

Motor Cars Share Blame For Highway Accidents

Autos Not Wholly to Blame, but Reckless and Dangerous Driving Should Be Relentlessly Prosecuted, Says Secretary of State Hugo.

By FRANCIS M. HUGO.

Every one must deplore the waste of life and limb as a result of highway accidents and would welcome any practical suggestion by which it is likely to be reduced. But no good purpose is served by attempting to throw the whole blame on the motor car traffic. It is true that of the total accidents, fatal and otherwise, last year nearly 80 per cent were attributable to motor vehicles and that the proportion is considerably higher than it was in the preceding year. But it is equally true that horse-drawn vehicles were responsible for 20 per cent, and that fact suggests that just as the evil is not confined to motor vehicles so the measures to be taken to remedy it must not be considered with reference to them alone.

It further suggests that since horse-drawn vehicles mainly fall under the category of slow traffic the remedy is not to be found in wholesale imposition of speed limits, as is often suggested. The fallacy of the speed limit is that it acts as a sort of license permitting the drivers to drive up to the speed it specifies in places at which it is enforced, whereas the safe speed is often, perhaps generally, a function not so much of the place as of the circumstances existing at the moment.

Speed limits, in fact, tend to make the driver suspend the exercise of his own judgment and act under the sanction of a supposed authority; and the way to stop accidents is not to establish artificial restrictions which cannot meet every case, but to allow the driver free scope for his own judgment and hold him fully responsible for whatever happens in consequence of what he does. Relentless prosecution should follow every example of dangerous, reckless and even grossly irresponsible driving; and for really serious offences that are proved beyond doubt the culprits should be imprisoned without the option of a fine and should be prohibited from driving either for a substantial period or perpetually.

No doubt, as many persons complain, it is more difficult to secure a conviction for dangerous driving than for exceeding a speed limit, because in the one case it is a matter of opinion and in the other it is or should be a question of facts; but that only makes a conviction of the former kind, when secured, more valuable and effective than one for an offence which is commonly looked upon as purely nominal and which is committed by most motorists habitually and probably by all occasionally.

Those who think that speed is the great cause of street accidents might do worse than consider the possibility of establishing their case by facts instead of relying upon vague enunciations. There is room and there should be material for a systematic investigation of the subject. Presumably a coroner's inquest was held on each of the hundreds of deaths that were recorded last year as the result of street accidents, and a critical scrutiny of the evidence given and the verdicts returned at these inquiries ought to show how far the accidents were reasonably attributable to the speed at which the vehicles concerned were travelling.

The words "careful and prudent" are inserted in the law because obviously vehicles must be allowed to move at some speed above a walking pace if they are to serve the needs

of the community and if the roads are not to be hopelessly congested. (Otherwise an easy method of abolishing street accidents would be to abolish traffic. One explanation of the increase in the number of accidents caused by motor vehicles is the increase in the number of such vehicles. Whether the ratio by which the mischief wrought by them has increased is or is not greater than that by which their numbers have increased it is impossible to say in the absence of proper statistics. But even if it is greater, nothing is thereby proved as to their great intrinsic dangerousness in comparison with horse-drawn vehicles. To be worth making the comparison must be upon equal terms and must take account of the all-important factor that the mileage of which motor vehicles are capable in the given time is far larger than that which can be accomplished by horse-drawn vehicles; or, in other words, that any single motor vehicle has much greater opportunity of damage than any single horse-drawn vehicle. If the data required were forthcoming it would be possible to make a fair comparison and to say whether or not the danger is increasing in either case.)

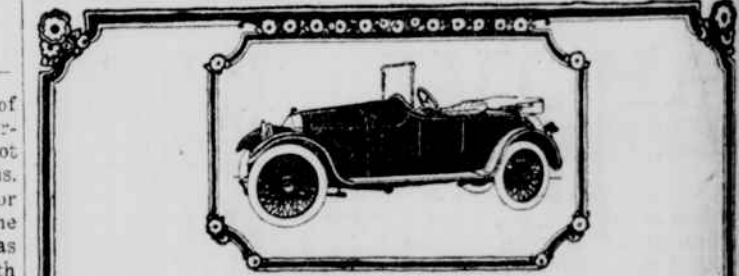


Francis M. Hugo, Secretary of State.

NEW SERVICE STATION FOR ABBOTT-DETROIT.

The increased number of Abbott-Detroit cars that are selling in the Eastern territory has forced Longenecker & Sanders to inaugurate a new service department. This is located at 245-247 West Fifty-fifth Street, and Abbott-Detroit owners will find that it is equipped with every appliance that makes for motor car efficiency.

The smallest details have been carefully considered and expense has not been spared to make this one of the best service stations in the city.



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THE record of the first Scripps-Booth model has confirmed an abounding confidence in the Scripps-Booth Company. Striking evidence lies in the record of over 100 retail orders received in New York City, for the eight cylinder four-passenger Scripps-Booth, before a single car of this new type has been seen.

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